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AUSTIN, TEXAS  
MAY 25, 1955

TO THE MEMBERS OF THE FIFTY-FOURTH LEGISLATURE:

I am vetoing and returning herewith House Bill No. 85 for the reason that this bill among other things raises the speed limits from 60 to 65 miles per hour on all highways and to 70 miles per hour day and night on four-lane divided highways.

Authoritative studies based on actual experience show that an increase in the maximum speed limits results in an increase in the mileage death rate no matter how well planned and constructed the highway system might be and even if no one violated the posted limit. A comparative analysis of the New York Thruway with a speed limit of 60 miles per hour and the Pennsylvania Turnpike with a speed limit of 70 miles per hour reveals that the mileage death rate on the Pennsylvania Turnpike was three times that on the New York Thruway in 1953-54. The controls and the amount of police supervision on these two highways were very similar, the only difference being the ten-mile differential in speed limits. These alarming discoveries resulted in a reduction of the speed limit on the western portion of the Pennsylvania Turnpike from 70 to 60 miles per hour.

Should this bill be allowed to become law, the efficiency of our highway system would be greatly reduced and traffic accidents would be more severe. Until safer highways can be built and more effective means of speed control devised, I cannot conscientiously approve a bill which in all probability would result in an increase in the number of traffic deaths, injuries, and property destruction.

Respectfully submitted,

ALLAN SHIVERS